

1 STATE OF LOUISIANA

2 PARISH OF BOSSIER

3  
4 **BOSSIER NORTH/SOUTH CORRIDOR**

5 **PUBLIC HEARING**

6 APPEARANCES

7  
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17 AUGUST 26, 2008

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21 REPORTED AND TRANSCRIBED BY:  
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**BOSSIER NORTH/SOUTH CORRIDOR PUBLIC HEARING**

**(HEARING CALLED TO ORDER)**

MR. DOUET:

If y'all can have a seat, we'll get started in a couple of minutes. Good evening. Welcome to the Bossier North/South Corridor Public Hearing. My name is Dax Douet. I'm part of the consulting team retained by Bossier, NLCOG, DOTD and FHWA on this project. Tonight we're having a public hearing to go into the process of finalizing our environmental assessment process. So this begins the formal portion of a public hearing. The meetings we've had thus far have been public meetings where we show you all the alternatives that this project was looking at for a new roadway corridor. And tonight is a public hearing. It will be the last formal meeting for this project. Once this environmental assessment is complete and we get an official statement from the federal government, the project will then go into the funding phase and engineering phase, etcetera. Let me just go over a couple of items of note. This is a public hearing. It is being recorded by an official court reporter. You will

1 be required to clearly state your full name and  
2 address once we get into the public formal  
3 comment period. NEPA guidelines for a public  
4 hearing do not require the project team to  
5 provide answers to questions during the public  
6 hearing. Those comments will be addressed in the  
7 final document. All attendees wishing to speak,  
8 there are blue cards right at the door. You will  
9 need -- be required to fill out a blue card to  
10 speak. We will call out in order that the blue  
11 cards are filled out those persons wishing to  
12 speak and you can address at the podium. There  
13 will be a live microphone right in front of me.  
14 And if you are too shy to speak publicly, after  
15 this formal portion is complete you can approach  
16 our court reporter and she will be more than  
17 happy to record your comments for the record.  
18 Let me just make a brief introduction. We have  
19 officials here from DOTD, if those individuals  
20 can maybe raise their hand. We have also  
21 officials here, Hector with FHWA, the Federal  
22 Highway Administration. We have representatives  
23 from Bossier Parish, NLCOG, Northwest Louisiana  
24 Council of Governments. Again, myself is Dax  
25 Douet. I'm with C. H. Fenstermaker and

1 Associates. We're an engineering consulting firm  
2 out of Lafayette, Louisiana. We also have one of  
3 our subconsultants here, Coyle Engineering, Mr.  
4 Charles and Kurt Nixon. And we also have from  
5 DOTD with us, Ms. Debra Boutwell. She's with the  
6 district's real estate section. Just so y'all  
7 know, after this formal portion of the meeting is  
8 done, we will -- Debbie will be available to  
9 entertain any questions you may have relative to  
10 right-of-way acquisition and how the Department  
11 goes about real estate appraisals. I'll give a  
12 brief formal presentation on the project, and  
13 then we'll go into the hearing of public  
14 comments, and then after that it will be an  
15 informal setting where you will be able to  
16 approach the exhibits and ask -- and review the  
17 exhibits that are right behind me. Bossier  
18 Parish North/South Corridor has acquired funds  
19 from the U.S. Congress to study the environmental  
20 consequences of this proposed project. What is  
21 the project? The project includes improvements  
22 to Swan Lake Road from the intersection of  
23 Interstate 220 to the point where Swan Lake turns  
24 due west towards Airline Highway. The project  
25 team -- the project will then continue northward

1 with a new roadway traversing through central  
2 portions of the parish terminating in the  
3 vicinity of Crouch Road and Parks Road in Bossier  
4 Parish, Louisiana. National Environmental  
5 Protection Act: Because this project has federal  
6 funds attached to it, it is required by federal  
7 law that this project go through the NEPA  
8 process. NEPA stands for National Environmental  
9 Policy -- National Environmental Policy Act,  
10 excuse me. The NEPA process is required for  
11 proposed projects with federal agency  
12 involvement. Public involvement and a systematic  
13 inter-disciplinary approach are essential parts  
14 of the NEPA process. Example: Getting everyone  
15 involved. This is the third meeting we've had on  
16 this project. So it engages the public. The  
17 public has had two previous opportunities to  
18 provide comments, and which those comments were  
19 sent to me, and we reviewed it, and utilized  
20 those comments as we studied this whole project.  
21 The NEPA process allows for decision making that  
22 takes into account the potential impacts on both  
23 the human and natural environment and the  
24 public's need for safe and efficient  
25 transportation. The EA, Environmental

1           Assessment, evaluates alternative courses of  
2           action to the proposed project, including taking  
3           no action at all, which is called the "no-build"  
4           condition, if we don't do anything. So what is  
5           the EA process? Again, EA represents  
6           Environmental Assessment. First, we started off  
7           by defining the study area, which was defined by  
8           the large map as you entered. What is the study  
9           area? What are the boundaries that we are going  
10          to study? Then, coordinate with other federal  
11          and state agencies; gather their thoughts on the  
12          project and the different parts of the project  
13          that affect their mission as an agency. Then we  
14          moved into data collection, collecting data,  
15          performing technical studies, collecting data  
16          relative to environmental, align and grade  
17          studies, engineering, drainage, you name it.  
18          Post informational public meetings: We've had a  
19          meeting on January 18th, 2007, and also July  
20          24th, 2007. Develop project alternatives: We've  
21          developed three on this project -- Actually four.  
22          Three proposed and one no-build, if we don't do  
23          anything at all. Then we prepared a draft EA.  
24          That draft EA has been distributed at several  
25          different locations. It is also on display

1           tonight at the table to my left. That draft EA  
2           is supplemented by multiple individual technical  
3           studies that were performed by our subconsultants  
4           on this project. Those type of studies included  
5           performing a traffic study, a wetlands  
6           delineation study, a Phase I study, which is an  
7           environmental study, a noise and air analysis,  
8           and other studies that helped to support this  
9           project. Today: Where are we today? Well,  
10          tonight is our public hearing. Once this public  
11          hearing is complete, we will then review comments  
12          on the draft EA. We will review the comments by  
13          the public and we will proceed with finalizing  
14          the Environmental Assessment document, which we  
15          are going to give to DOTD and FHWA, to attempt to  
16          obtain what we call a "finding of no significant  
17          impact", which is -- the acronym for that is  
18          called a FONSI. After that point, the  
19          environment portion of this project is complete  
20          and then now the project will go into funding and  
21          seeking additional funding to help this project  
22          go to construction. So what's the purpose of  
23          this public hearing? It's to obtain your  
24          comments, receive input from the public for the  
25          selection of a preferred alternative. Just an

1 example: Copies of this EA -- Excuse me -- EA  
2 report were on display at the Bossier Parish  
3 Police Jury, the Bossier Parish School Board, the  
4 Bossier Parish Library, the Benton Branch  
5 Library, the Shreveport Chamber of Commerce,  
6 Northwest Louisiana Council of Governments. It  
7 was posted on -- also on *mybossier.com*, which is  
8 Bossier Parish's website. You just click and you  
9 can either download or view a copy of the actual  
10 document. NEPA requires that document to be  
11 exposed to the public 40 days from the day that  
12 we first advertise it, which it was put in the  
13 local newspapers. Project purpose and need:  
14 What is the purpose of this project? Again,  
15 we've discussed this in past public meetings.  
16 But I'm going to go over it again. The purpose:  
17 Increase vehicle mobility and safety by offering  
18 an additional north/south roadway with -- in  
19 Bossier Parish that will aid in alleviating  
20 congestion, reduce travel delay along other  
21 existing north/south roadway facilities and  
22 shorten emergency response times within central  
23 areas of the parish. The need: To meet future  
24 travel demands as both the city and parish  
25 continue to develop; ensure safe and efficient



1 movement of people and goods; improve the  
2 economic condition of the project area by  
3 increased accessibility to developable lands; and  
4 improve area-wide mobility and safety. As is  
5 shown and illustrated in the exhibit when you  
6 walked in, here is the project studied area. It  
7 is defined to the west by LA 3; to the south by  
8 US Highway 80; and to the north by LA 162.  
9 Within this particular study area, we have what  
10 we call a "federal action area" where we will --  
11 where we're going to focus -- or at the time when  
12 we started this project we were going to focus  
13 our study -- in which we've developed three  
14 alternatives to include modifications to the  
15 existing Swan Lake Road. The project commences  
16 at I-220 and terminates at various points  
17 depending on the alternative you're looking at.  
18 So let's look at the southern section. If you  
19 recall, the southern section is going to include  
20 improvements. There's two phases of the southern  
21 section. Following the existing alignment of  
22 Swan Lake Road as you see today, the initial plan  
23 depending on funding -- We have two phases, an  
24 initial build-out and a full build-out. Swan  
25 Lake Road as it exists today is a two-lane road.

1           The initial build-out phase is going to be  
2           converting that from a two-lane road to a three-  
3           lane road, bi-directional travel lanes with a  
4           center turn lane. As fundings become available,  
5           this environmental assessment document looks at  
6           the worst case scenario. And that would be  
7           putting a four-lane roadway with necessary right  
8           turn lanes or center turn lanes where  
9           appropriate. So, again, the southern section  
10          starts at I-220 and terminates approximately a  
11          little north of the point where existing Swan  
12          Lake turns west towards Airline Highway. We do  
13          have an area where the parish has known about an  
14          existing curve that is fairly bad with regards to  
15          geometry, a very sharp curve. And it's  
16          identified within this white circle that you see  
17          here. The plans are to improve that curve and  
18          make it more safe for the traveling public. As  
19          we continue north at the point where you see  
20          represented by the circle up north, we looked at  
21          three alternatives identified as Alternative 1,  
22          which follows White Road and terminates at Parks  
23          Road; Alternative 2, which heads in a northeast  
24          direction terminating at Crouch Road; and  
25          Alternative 3, which ultimately terminates back

1 at Parks Road. Again, Alternative 1, 2, and 3 as  
2 you see on the exhibit up there on top of me  
3 right here. And as I mentioned earlier, the no-  
4 build condition: The no-build alternative  
5 provides a baseline for comparing the impacts of  
6 the alternatives. We need to compare it to  
7 something. The no-build alternative does not  
8 have any direct and indirect impacts and no  
9 improvements to mobility and connectivity and no  
10 economic development. So basically what we have  
11 out there today. So let's look at a brief  
12 comparison that this study has produced. With  
13 regards to the roadway length, Alternative Number  
14 1, if you recall, which terminates at Parks Road  
15 that follows White Road, is approximately 6.76  
16 miles in length. Alternative Number 2 is  
17 approximately 7.67 miles in length. That's the  
18 alternative that terminates at Crouch Road. And  
19 Alternative Number 3 is about 7.12 miles. Now,  
20 these are total length from I-220 north. The  
21 number of businesses, residential impacts and  
22 relocations that we anticipate: If we go with  
23 Alternative 1, we're looking at one relocation of  
24 a business or a residential home site. And the  
25 other two alternatives have none. The number of

1 low income, minority communities are zero for all  
2 three alternatives. The number of Section 4-F  
3 and 6-F properties, which are lands deemed for  
4 public use, example, parks, recreational areas,  
5 there are no impacts on either of the three.  
6 Projected noise impacts: Again, as I mentioned,  
7 we did study noise. We actually had our  
8 subconsultant, Trinity, who specializes in noise,  
9 they actually set instruments out there to record  
10 noise that you experience today versus predicted  
11 noise levels if this road was to be built. It is  
12 part of the natural human environment. So what  
13 we found was if you just look at his graphic  
14 here, the alternatives are going to produce noise  
15 in a range that basically is what we classify as  
16 normal conversation. So no louder than I'm  
17 speaking certainly because I'm on a microphone.  
18 But, you know, with regards to noise, we measure  
19 it in decibel levels. Example: We had an  
20 instrument at 3640 Swan Lake Road. Just to give  
21 you an example, the day we measured was about  
22 61.7 decibels versus what we're going to predict  
23 when this road is built to be 62.9 decibels,  
24 which is for the most part hardly any difference.  
25 Okay. But we did have to go through this

1 analysis. We have a technical report that  
2 outlines noise in detail. Again, my focus  
3 tonight is a summarization of our findings. Oil  
4 and gas well impacts: We don't anticipate any.  
5 Pipeline crossings: There are none that we --  
6 that we have found on the three alternatives.  
7 There are three crossings, however, on the  
8 southern section that exist already today. We  
9 don't expect that to be a problem. We're just  
10 going to have to -- When we do our design we're  
11 going to have just take that into account.  
12 Floodplains: Floodplains, we estimate for  
13 Alternative Number 1 to be about 32.8 acres of  
14 the project area will be in floodplains.  
15 Alternative Number 2, we estimate about 37.6  
16 acres, and Alternative 3, 52.6 acres. And  
17 because we're widening the southern section about  
18 27.8 acres. Again, those are the amount of acres  
19 that the anticipated roadway right-of-way is  
20 going to impact on floodplains. Floodplains can  
21 be mitigated against through proper drainage  
22 design when this road is going to be designed so  
23 that we can make sure that we meet the criteria  
24 by both DOTD and the Federal Highway  
25 Administration and Bossier Parish. Number of

1            acres of required right-of-way: Alternative  
2            Number 1, 37.54 acres; Alternative Number 2,  
3            58.99; and Alternative Number 3, 52.14. The  
4            southern section is common to all three routes.  
5            But just because of that widening, an additional  
6            37.36 acres of right-of-way will need to be  
7            acquired. Again, if y'all recall, I'm going to  
8            reiterate Alternative Number 1 terminates at  
9            Parks Road following White Road; Alternative  
10           Number 2 terminates at Crouch -- Crouch Road; and  
11           Alternative Number 3 also terminates at Parks  
12           Road. Wetlands: We performed an on-ground  
13           wetland delineation. That involved several of  
14           our biological scientists who are skilled in  
15           looking at existing conditions to determine what  
16           portions of the project would be considered  
17           wetlands, which as you know is a very protected -  
18           - is a protected source but can be mitigated,  
19           meaning it can be offset either through financial  
20           or in-kind type of projects. Alternative Number  
21           1, we anticipate impacting approximately 11.9  
22           acres of wetlands; Alternative Number 2  
23           approximately 32 acres; Alternative Number --  
24           Alternative Number 3, excuse me, approximately  
25           43.61 acres. The southern section, we anticipate

11.72 acres. Prime farm lands: Prime farm lands are deemed that by USDA. Alternative Number 1, 26.67 acres; Alternative Number 2, 30.74; Alternative Number 3, 38.6. I will try to summarize this matrix. We are required to show these comparisons. Certainly these comparisons are found in the report in an organized fashion, but I am again going through this in a summarization. The report will be available at the same locations that I previously mentioned for another ten days -- actually, up till September 5th -- for final -- that will be the deadline for all public comments. So, hopefully, as I bring these things to light and you have not seen the report, you can be looking at those things and understand where we're coming from on these values. Let's look at estimated construction costs. It's important to know there are two -- We're looking at this project from two standpoints; what we call, first, an initial build-out and a full build-out. The initial build-out, if you recall, in the southern section is proposed to have three lanes. One lane for public traveling south, one lane going north and a center turn lane. If more funding becomes

1           available there will be enough right-of-way and  
2           we will have the environmental clearance  
3           hopefully to expand that from three lanes to a  
4           full four-lane section. Okay. The total  
5           construction cost also has to include -- Excuse  
6           me, here -- also has to include mitigation for  
7           wetlands. Remember I mentioned earlier wetlands,  
8           well, in this area, there's different techniques  
9           to offset the impact to wetlands, but we have to  
10          take those costs and mitigation into account.  
11          Alternative Number 1, if you recall, terminates  
12          at Parks Road, is expected to cost in the  
13          neighborhood of about \$19.4 million; Alternative  
14          Number 2, \$19.7 million; Alternative Number 3,  
15          \$20.7 million. That is for the full build-out --  
16          Excuse me, the initial build-out conditions. If  
17          we do a full build without mitigations, we're  
18          looking at \$22.9 million for Alternative 1; \$22.9  
19          million for Alternative 2; and \$23.8 million for  
20          Alternative 3. Let's look at travel time. I  
21          think one thing people have mentioned is that  
22          this road will provide a link to northern  
23          sections of the parish, Cypress Lake area;  
24          provide a new north/south roadway that can  
25          connect down to Swan Lake Road all the way down



1 to US 80. So what we did is we looked at the  
2 different alternatives and we broke the project  
3 into segments. Obviously, this project is not  
4 built so we had to make some mathematical  
5 assumptions, speed and distance-type scenario.  
6 But we've actually rode the sections that are  
7 built, which is on Crouch Road, and actually Swan  
8 Lake Road south of I-220, we've droven -- we've  
9 driven the sections a couple of times and took  
10 some average times. And what we found was on  
11 Alternative Number 1, approximately if this  
12 project were to come in place, we'd be looking at  
13 about 19-1/2 minutes to go from US 80 to LA 162;  
14 Alternative Number 2, approximately 18 minutes;  
15 Alternative Number 3, approximately 20 minutes.  
16 And if we do a no-build, 28 minutes because you'd  
17 have to go back to -- you'd have to take Swan  
18 Lake Road, head west, get back on Airline Highway  
19 or LA 3 and head north and then get on 162 and  
20 get back to that same point. So, again,  
21 Alternative Number 2 seems to be the shortest  
22 travel time. Now, we've taken -- we've made some  
23 general assumptions, you know, that there are  
24 signal lights south of I-220. But we've traveled  
25 the project with signal lights, you know, green

lights, and there are some general assumptions being made here. But, in general, those assumptions apply to all three alternatives, so comparatively speaking this is what you can expect to see in travel time. So let me summarize here. Let's look at everything I've said and kind of make some conclusions here. Alternative Number 2 is projected to have less travel time required to go from LA 162 to US Highway 80 as compared to Alternatives 1 and 3. Alternative Number 3 is projected to be the most expensive alternative due to the larger amounts of fill and borrow material needed during construction. Anticipated construction costs for Alternative Number 2 are expected to be less than Alternative Number 3, but more than Alternative Number 1. It's in the middle. Alternative Number 1 is projected to be the best least expensive of all three alternatives. The cost difference between 1 and 2 is in the order of two to three hundred thousand dollars difference. Alternative Number 1 is projected to have the most expensive right-of-way acquisition costs. Alternative Number 1 will require one residential relocation. Alternatives Number 2 and 3 will not require any

1 relocations. Alternative Number 3 is projected  
2 to impact the most amount of potential wetlands  
3 and Alternative Number 2 in the middle of both 1  
4 and 3. So Alternative Number 2 is in the middle  
5 with regards to wetland impacts. Alternative  
6 Number 2 is expected to provide a more efficient  
7 transportation route and a more direct link from  
8 the project's southern and northern termini.  
9 Alternative Number 2, relative to all the  
10 comments we've received from the public to date,  
11 is preferred by the majority of the public.  
12 Alternatives Number 1 and 3 may require upgrades  
13 to Parks Road in the future because, if you  
14 recall, we're terminating at Parks Road and then  
15 the traveling public to go further north is going  
16 to have to get on Parks Road, get on Crouch Road  
17 to get to LA 162. Those are the general  
18 summarizations that this whole report concludes.  
19 At this point, I'm going to ask Ms. Debra  
20 Boutwell with DOTD if she can come up and give a  
21 summarization of right-of-way acquisition. And  
22 she is required to read some standard literature  
23 that's required with regards to right-of-way  
24 acquisition. So, Debra.

25 MS. BOUTWELL:

Objective is to pay just compensation for all properties required for the project. Property owners will be provided the opportunity to point out things that may be important to the evaluation of property. Upon completion of the evaluations by a review appraiser and approved, a real estate agent will contact -- Upon completion of evaluations by a review appraiser and approved, a real estate agent will contact each property owner with a letter setting forth the amount of the cash offer for the purchase of the property with an explanation of the property value and discuss any alternate offer. To the greatest extent possible, no person lawfully occupying real property shall be required to move without at least ninety days written notice. LaDOTD's real estate personnel will be available at the recess of this public hearing to answer any questions pertaining to right-of-way acquisition or relocation assistance. At this time, I have two of the Department's scripts that I would like to read. The first one is for projects with no known relocation. Detailed information on right-of-way acquisition and relocation assistance may be found in this yellow

1 brochure. I will just highlight what the  
2 brochure contains. It is the Department's  
3 objective to pay just compensation for all  
4 properties required for the project. Owners of  
5 required properties may be contacted by an  
6 appraiser or appraisers and given the opportunity  
7 to go with them on the inspection of the  
8 property. This will provide owners an  
9 opportunity to point out things that may be  
10 important to the evaluation of the property.  
11 After the evaluations have been reviewed by a  
12 review appraiser and approved by the Department,  
13 a real estate agent will contact each property  
14 owner. He will present a letter setting forth  
15 the amount of the Department's cash offer for the  
16 purchase of the property. He will also explain  
17 the property value and discuss any alternate  
18 offers including possible options to keep and  
19 move any buildings, fencing, etcetera. At this  
20 time the Department does not expect that any  
21 families or businesses will be displaced by this  
22 project. If you think that this project will  
23 cause you to be displaced or if you have any  
24 other questions about the relocation assistance  
25 program contact the Department's district office.

1 If you do not have a brochure explaining the  
2 Department's acquisition of right-of-way and  
3 relocation assistance program, they are -- they  
4 are available at the table at the door or can be  
5 obtained from District 04 Real Estate Office at  
6 3339 Industrial Drive in Bossier. The telephone  
7 number is 549-8455. We suggest you read the  
8 brochure carefully and if you have any questions  
9 regarding your individual situation consult with  
10 the agent when he meets with you or contact him  
11 at the District 04 Real Estate Office. I will be  
12 available at the recess and conclusion of this  
13 hearing to answer any questions pertaining to  
14 right-of-way acquisition or relocation  
15 assistance. Thank you. The other script that I  
16 have here to read pertains to projects with  
17 relocation. Detailed information on right-of-way  
18 acquisition and relocation assistance may be  
19 found in the yellow brochure. I will just  
20 highlight what the brochure contains. It is the  
21 Department's objective to pay just compensation  
22 for all properties required for the project.  
23 Owners of required properties may be contacted by  
24 an appraiser or appraisers and given the  
25 opportunity to go with them on the inspection of

1 the property. This will provide owners an  
2 opportunity to point out things that may be  
3 important to the evaluation of the property.  
4 After the evaluations have been reviewed by a  
5 review appraiser and approved by the Department,  
6 a real estate agent will contact each property  
7 owner. He will present a letter setting forth  
8 the amount of the Department's cash offer for the  
9 purchase of the property. He will also explain  
10 the property value and discuss any alternate  
11 offers, including possible options to keep and  
12 move any buildings, fencing, etcetera. In  
13 addition, the Department will have an agent  
14 contact all families and businesses being  
15 displaced by this project to explain relocation  
16 assistance. Relocation assistance includes  
17 advisory services and payments. Advisory  
18 services shall include current and continuing  
19 information on the availability and prices of  
20 comparable, decent, safe and sanitary dwellings,  
21 comparable commercial properties and locations  
22 for displaced businesses, supplying information  
23 concerning finance charges, federal and state  
24 programs offering assistance to displaced  
25 persons. Relocation assistance payments are

1           separate and in addition to payments made by the  
2           Department for the purchase of your property.  
3           These are moving expense payments, and  
4           replacement housing payments, and business  
5           reestablishment expense payments. Moving expense  
6           payments will be made to any individual, family  
7           or business in legal occupancy of the property  
8           either at the start of negotiations or at the  
9           time of purchase by the Department. The amount  
10          of the payment to residential displacees will  
11          depend on actual cost supported by receipts or  
12          fixed costs based on room count. More detailed  
13          information is available beginning on page 29 of  
14          the brochure. Displaced businesses, farms and  
15          nonprofit organizations may be paid the actual  
16          reasonable expenses of moving, together with  
17          certain eligible costs incident to the move.  
18          Some businesses may also be eligible for certain  
19          actual costs incidental to reestablishing their  
20          business. Instead of payment for moving  
21          expenses, some business owners may be eligible to  
22          receive a payment based on the average annual net  
23          earnings of the business. If the business meets  
24          the qualifications, the payment shall not be less  
25          than \$1,000, nor more than \$20,000. Moving



1 payment information for businesses may be found  
2 beginning on page 33 of the brochure.

3 Replacement housing payments are also available  
4 to qualifying owners and tenants. Three of the  
5 basic requirements are as follows: First, you  
6 must be occupying the property at the start of  
7 negotiations. Second, you must have been there  
8 at least ninety days. And, third, you must move  
9 into decent, safe and sanitary replacement  
10 housing. The amount of your maximum supplemental  
11 payment will be given to you in writing.

12 Additional requirements and payment limits may be  
13 found beginning on page 43 of the brochure.

14 Certain owners and tenants not in occupancy for  
15 at least ninety days, or who become occupants  
16 after negotiations have started, may qualify for  
17 replacement housing payments. Two of the basic  
18 requirements are that you have been in occupancy  
19 at the time the property was acquired by the  
20 Department and you must move into decent, safe  
21 and sanitary replacement housing. Applicants for  
22 a relocation payment have the right to appeal the  
23 Department's determination of their eligibility  
24 for payment and/or the amount of payment.

25 Appeals must be submitted to the real estate

1 district officer within sixty days after the  
2 applicant has been notified that his claim has  
3 not been approved. Final decisions on  
4 eligibility and payments will be made by the  
5 Department's Real Estate Administrator in Baton  
6 Rouge. Additional information on appeals may be  
7 found on page 52 of the brochure. To the  
8 greatest -- greatest extent practicable, no  
9 person lawfully occupying real property shall be  
10 required to move without at least ninety days  
11 written notice from the Department. The notice  
12 will indicate the specific date the property must  
13 be vacated. No person lawfully occupying a  
14 dwelling will be required to move unless and  
15 until comparable, decent, safe and sanitary  
16 replacement housing is made available within the  
17 general area of the project. Replacement housing  
18 must be available within a reasonable time prior  
19 to the scheduled move of the occupants and must  
20 be within the occupant's financial means.  
21 Replacement housing must be fair, open and  
22 offered to all persons regardless of race, color,  
23 religion, sex or national origin. Prior to the  
24 Department's negotiating for purchase of your  
25 property, a district real estate agent will

1 personally contact you and interview all persons  
2 who will be required to relocate. The benefits  
3 will be explained and a determination made of  
4 individual needs and intentions for relocating.  
5 If you do not have a brochure explaining the  
6 Department's acquisition of right-of-way and  
7 relocation assistance, they are available at the  
8 table at the door or can be obtained from  
9 District 04 Real Estate Office at 3339 Industrial  
10 Drive in Bossier. The telephone number is 549-  
11 8455. We suggest you read the brochure carefully  
12 and if you have any questions regarding your  
13 individual situation consult with the agent when  
14 he meets with you or contact him at the district  
15 real estate office. A special word of caution:  
16 Before moving or purchasing replacement housing  
17 contact the Department to assure your eligibility  
18 and the prompt payment of your relocation  
19 benefits. If you move without prior notification  
20 to the Department, you risk losing all possible  
21 benefits provided by the relocation assistance  
22 program. I will be available at the recess and  
23 the conclusion of this hearing to answer any  
24 questions pertaining to acquisition of right-of-  
25 way and relocation assistance. Thank you.

1 MR. DOUET:

2 Again, at the table outside or right here  
3 there are the yellow copies of DOTD's right-of-  
4 way acquisition criteria that she's mentioned.  
5 So certainly pick one up before you leave this  
6 evening. So what's the next step of this  
7 process? As I said earlier, we're going to  
8 review the comments, we're going to select the  
9 preferred alternative as optional and issue a  
10 final environmental assessment document, and  
11 issue a finding of no significant impact, FONSI.  
12 Written comments -- a reporter is available to  
13 regard your comments to my right. Comment cards  
14 can be handed in tonight. There are comment  
15 cards at the table. You should have been given  
16 one when you -- upon entering the meeting  
17 tonight. Written comments will be accepted by  
18 mail, postmarked by no later than September 5th,  
19 2008. On that comment card is the address which  
20 you need to mail it to. Public comment: We are  
21 about to get into the public comment period.  
22 Just some general guidelines for the public  
23 comment period: Again, comments will be recorded  
24 for official transcript and made part of the EA  
25 document. Attendees will be called upon to speak

1 at the podium in the order in which blue cards  
2 are received. Only those who filled out a blue  
3 speaker card will be allowed to make public  
4 comments. NEPA guidelines for a public hearing  
5 do not require the project team to provide  
6 answers to questions during the public hearing  
7 comment period. So, at this point, we are going  
8 to open up to public comments. Again, I remind  
9 everybody there are blue comment cards if you  
10 want to speak, please do so now. As far as  
11 getting a comment card, we only have one at this  
12 point, so I'd like to call up Mr. John Hamilton.

13 MR. HAMILTON:

14 I don't have -- I don't have any comments. I  
15 thought I might, but you addressed them.

16 MR. DOUET:

17 Okay. We will leave it open for anyone else  
18 filling out a card. No one else? Well, at this  
19 point this concludes the public hearing. We will  
20 now go into the informal phase in which you're  
21 welcome to walk around and look at the exhibits.  
22 Again, as I mentioned, this is the last public  
23 meeting for this project. Again, this is a  
24 public hearing. Let me say that. There are some  
25 forms also on how -- how did you perceive this

1 process, whether you found it satisfactory. This  
2 is with regards to the whole public involvement.  
3 Again, we've had two public meetings and this  
4 makes the third. I think for a project like  
5 this, I think the whole public involvement  
6 process went well. Well attended -- the first  
7 meeting was well attended. The second meeting  
8 was also well attended. And tonight -- we have a  
9 fair attendance tonight. So we look forward to  
10 this project -- this environmental phase  
11 concluding in the near future. We anticipate  
12 within the next two or three months we should  
13 have our official closure to the project  
14 hopefully depending on the public comments we  
15 receive. And that will conclude the  
16 environmental portion of this project. And it  
17 will be at that point the parish's mission to --  
18 and the local delegation to seek money for this  
19 project -- more money. And who knows? We'll see  
20 how the project goes from that point. But it  
21 will move into the engineering-design phase and  
22 then construction. If there's no other public  
23 comments -- Thank you very much for attending  
24 tonight, taking time out of your schedule. It's  
25 this process that I think NEPA is intended to

1 address. It's getting the public involved  
2 because the public -- the opinion of the public  
3 does make a difference. You know, we can apply  
4 engineering science, environmental science to try  
5 to make good rational decisions on where a road  
6 in this case is the best place to fit to solve  
7 the problem at hand, but without the public's  
8 comments then -- There has be buy-in from the  
9 public because after all this is your road that  
10 you're going to live on and utilize for the rest  
11 of your lives. So, at that point, the meeting is  
12 adjourned. You're welcome to come up at your own  
13 leisure and look at the report itself. And,  
14 again, I remind you Jan is here for any public --  
15 any kind of comments you may have. She'll sit  
16 with you and you can record your comments  
17 privately at that -- at her station right here.  
18 Okay, meeting adjourned. Thank you.

19  
20 **(PUBLIC HEARING ADJOURNED)**  
21  
22  
23  
24  
25

C E R T I F I C A T E

THIS CERTIFICATION is valid only for a transcript accompanied by my original signature and original raised seal on this page.

I, JAN G. CHANLER, DO HEREBY CERTIFY that the foregoing typewritten pages constitute a true and correct transcript of my audiograph recording of the public hearing of the Bossier North/South Corridor meeting that was taken on the date and at the place set forth on page one hereof.

I FURTHER CERTIFY that I am not an attorney or counsel for any of the parties to said proceedings, nor am I related to or employed by them and I am not financially or in any other manner interested in this action or its outcome.

GIVEN UNDER MY HAND OF OFFICE this 5th day of September, 2008.

*Jan G. Chanler*  
JAN G. CHANLER

OFFICIAL COURT REPORTER  
26th Judicial District Court  
CERTIFIED COURT REPORTER #91266

